

STILL PLAN FEATS OF DARING IN AIR

Aviators Undaunted, Though
Rendered More Cautious by
Deaths of Moisant
and Hoxsey.

By JAMES A. EDGERTON.

HAVING flown from the deck of a battleship to land, Eugene B. Ely, the aviator, became ambitious to reverse the process and fly from land to the deck of a battleship. So he arranged with the officials of the San Francisco aeronautical meet to skyplane out from the California shore to the armored cruiser Pennsylvania.

In some aspects this is the most sensational aeroplane feat yet undertaken. It is a brand new, twentieth century way of boarding a man-of-war. This being the month of the San Francisco meet, the thing is brought before us with all its startling reality. Mr. Ely has not only reversed his process of flight, but his position on the continent, the previous feat having been pulled off at Hampton Roads on the Atlantic coast. He has likewise reversed all previous human experience. The possibilities he has opened are staggering.

What is to prevent a flock of aeroplanes from boarding a battleship while the aeronauts whip the crew before the jack tars recover from their astonishment? What is to prevent the sky passengers from dropping bombs on the admiral's head or blowing off the fighting tops and conning towers? It is plain to see that in future our fighting ships will have to be armored not only on the sides and ends, but on top.

Mr. Ely presents us a more pleasing prospect, however. Hereafter when an irate passenger loses his steamer, instead of jumping into the water or shaking his fist and hurling language at the disappearing liner, he can take an aeroplane and land on deck with the casual remark that he always takes ship that way.

Already Sensational Performer.

In Mr. Ely's previous flight he gave a bunch of Uncle Sam's naval officers and men the sensation of their lives. An inclined platform had been improvised on the deck of the Birmingham, and from this the venturesome aviator made his start. It was a windy and rainy morning, and for this reason few believed that the trip would be made. Almost before the onlookers knew it the biplane had left the ship, dipped until it actually grazed the water, then arose to a height of 200 feet and bore away to the faintly outlined Virginia shore, two and one-half miles distant.

Mr. Ely said that when he struck the water his propeller was slightly injured and he himself was blinded by the salt spray covering his goggles. When he had taken time to wipe off the moisture he was far aloft and flying like a bird.

The machine used was the same one in which Glenn H. Curtiss made the journey from Albany to New York. Ely always uses a Curtiss biplane and with it recently won a speed contest against a Wright machine.

It would have been a star idea if Ely had decided to take with him on his shore to battleship flight some of the San Francisco belles who eagerly accepted invitations to go aloft during the San Francisco meet. It would have opened a new era in the social annals of the navy. The custom, once having started, might have continued and expanded until Uncle Sam's crews could have looked forward to regular visits from the aeroplane girls' brigades that would literally drop in on them every time their ships got near shore.

Miss Sears Starts Fad.

It was Eleanor Sears of Boston and Newport who started the San Francisco society buds to aviating. Miss Sears was not the first woman to go aloft, but she was about the biggest social noise that had done so, and the sport was soon the fad of the smart set.

Aeroplaning is now in the acrobatic stage. Man, having found his wings, is trying them out and is doing all sorts of freak feats in sheer enjoyment of his new powers. This is especially true in America, where we are naturally more venturesome and where trick riding and circus stunts have been indulged to the limit and beyond. Aviators are agreed that to this fact is due many of the deaths that have cast a shadow upon the sport. Later on, let us hope, we shall settle down to a more serious and cautious gait. While this may not be as sensational or profitable, it will at least be better for the future of aviation and will not break so many necks.

The flight of Ely to the battleship is not exactly of the freak class, since it demonstrated possible uses for the aeroplane in war. But spiral drops, excessive altitude tests and other sensational riding contribute little to the science of aviation and only go to swell the prize money and the death list.

We need not be discouraged, however. Even the bird when he begins to fly has a few tumbles. If he, with tens of thousands of years of flying ancestors behind him, falls out of the nest and gets bumped in learning to use his wings what wonder that man, with no flying ancestors, should suffer a few mishaps!

Perhaps the blackest day in the his-

Ely to fly from Land to Vessel,
While Latham Will Try An-
telope Hunting from
Aeroplane.

Moisant Proved Merit.

Moisant was comparatively new in the game, but his first big feat had centered on him the world's attention. This was a flight with a passenger from Paris to London. It was the first time such a feat had ever been attempted, and aviators agreed that it could not be done. To Moisant such an opinion acted as a challenge, and he immediately prepared to try it out. Taking with him his mechanic, a heavy man, he first sailed over the city of Paris, the first time such a flight with a passenger had ever been accomplished over that or any other big city, then by continuous stages flew to the coast, over the English Channel, and within twenty-nine miles of London, when a broken propeller forced him to wait for repairs. His misfortune after misfortune attended him, but he kept on with dogged perseverance till at last he landed in London.

Moisant's great victory in America was that of winning the prize for the quickest flight from Belmont park around the statue of Liberty and return. That feat was even more daring and thrilling than the Paris-London

feat in air. He said that at that point the aviator seemed to lose control of the machine, which then came down as swiftly as if it were falling and apparently without a master. Glenn H. Curtiss held a similar view, although he did not believe that death had actually taken place aloft, but rather that Hoxsey had been stricken by aviation sickness, due to swift change of altitude, and had become unconscious. Charles S. Willard, who had been up on the same day, returned to the earth with the statement that no money would tempt him to ascend again, as he had found "the atmosphere as full of holes as a Swiss cheese." His theory was that Hoxsey had fallen into one of these holes in the air and had been unable to right his machine.

Held Altitude Record.

Hoxsey was a high type of aviator, keen and intelligent. His daring is exemplified by the fact that a forty mile gale was blowing at the time he broke the world's altitude record. He then went up 11,474 feet, or over two miles. He is the man who made the great cross country flight from Springfield, Ill., to St. Louis and who took Theodore Roosevelt up for his famous flight.

As a result of these and other fatal accidents, which spread a pall over the aviation sky in 1910, a conservative movement is on foot. Cortland Field Bishop, first vice president of the Aero Club of America, is out in an appeal for more caution and for useful results rather than spectacular effects. Following the death of Hoxsey, Wilbur Wright wired to his manager on the Pacific coast to instruct the other Wright fliers to attempt no more sensational or record breaking efforts, but to confine themselves to straightaway flights.

Despite the death list the record of 1910 is the most brilliant in the history of aviation. The number of machines



A PAIR OF AVIATORS WHO PLAN DARING FEATS IN THE NEAR FUTURE AND TWO WHO LOST THEIR LIVES WHILE FLYING.

flight. His two competitors were a Englishman and Frenchman, each with a 100 horsepower motor. When Moisant discovered that no American was entered he hastily bought a fifty horsepower machine from a brother aviator, and although he was a stranger to its mechanism he entered the race without on initial trial flight and won it.

Moisant Proved Nerve.

For sheer nerve there has probably been nothing in aviation quite like it. The machine cost him \$10,000, which he had to pay on a mere chance. Then he faced a long flight in an untried machine over a populous city and a large body of water. On the start he encountered a stiff breeze, but took it at an angle. He won by working out a theory and following it. On the way to the statue he mounted rapidly until at one time he was 2,800 feet high. Then he coasted back, with the wind behind him and his motor going full force, at times reaching the marvelous speed of eighty miles an hour. He came in less than a minute ahead of his nearest rival, Claude Grahame White of England.

At the time of his death Moisant was preparing to enter the contest for the Michelin prize at New Orleans. He had placed a heavy gasoline tank in front of his engine, and this may have caused the disaster. At any rate, after a successful flight from the city to the aviation grounds, some miles distant, he was preparing to alight. When about twenty-five feet high his machine suddenly pitched forward and hurled the aviator from his seat as though from a catapult. Moisant struck the soft ground on his head. His neck was instantly broken.

His was a daring spirit. Before becoming an aviator he had been a Central American revolutionist. Personally he was a slight, almost shy man, but adventure was his meat and drink and danger his element. It was the hazard of the sport that drew him to aviation.

Hoxsey Plunged From the Clouds.

Arch Hoxsey's death came at almost the same hour and in a similar manner. It occurred at the Los Angeles meet, where a few days before Hoxsey had circled above Mount Wilson in a sensational flight and earlier still had broken the world's altitude record. On the fatal trip Hoxsey's machine glided swiftly down from an altitude of 7,000 feet. When within a short distance of the earth and while the crowd was cheering it began to turn over and over and fell a mass of wreckage with the dead aviator planned beneath the engine.

Hoxsey's mechanic gave it as his opinion that the aeronaut had died from the swift descent while still 2,000

and operators increased many fold and all over Europe and America flying became a recognized sport. In France and other countries aviators are now being regularly licensed, and new laws to govern aviation are being enacted. The same tendency is observed in America. Governor Baldwin of Connecticut devoted a portion of his message to a discussion of aviation laws.

The year of 1911 promises to be even more brilliant than that of 1910. Aside from the shore to battleship flight at San Francisco, Ely promises to attend a meet in Havana in February and to make the trip from the Cuban city to Key West, Fla. One Peruvian and two French aviators have recently visited the Isthmus of Panama and in the near future will give two or more flights from ocean to ocean across the canal zone.

Hunts From Aeroplane.

Following his successful attempts to shoot ducks from his monoplane, Hubert Latham says that this year he will go after big game, such as antelope. Several Frenchmen have become experts at the sport, one remaining aloft recently nearly an hour. Feminine aviators promise to become a fixed feature of the sport during the coming twelve months. The year is young, and as the whole world has turned its thoughts to flying who can tell what progress will be made before the advent of 1912?

Among the dead Moisant's effects was found a pathetic letter to his son advising him "against the fascination that attracts you to the life of a bird man." It was the natural cry of a father's heart and revealed the fact that Moisant was not the reckless operator he had been pictured, but one who realized the perils of the air.

Despite the warning it is safe to say that thousands of other young men will harness the air and ride the winds this year and coming years. Man has tried his wings, and the flying fever is in his veins. One hopeful fact is that the Wright brothers, the inventors of the aeroplane and still the kings of the air, are among the living and may be trusted to guide and develop the art until finally it gives us a comparatively safe and general mode of travel.

Learns by Eating His Name.

A Serbian teacher, M. Medakovich, has instituted the most successful method of teaching yet discovered. In his school each pupil is provided with a chocolate alphabet, and as soon as he can put his name together correctly he is allowed to eat it. Word making is taught on the same plan. M. Medakovich's pupils on an average can read fluently in three days.

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conducting both a banking business and a Trust Company business at town of Hardinsburg, County of Breckenridge, State of Kentucky, at the close of business on the 15 day of December 1910

RESOURCES	
Loans and discounts with or more endorsements or sureties	\$170,094.02
Real Estate Mortgages	55,320.00
Call Loans on Collateral	37,080.00
Time Loans on Collateral	5,000.00
U. S. Bonds	0.00
Other Stocks, Bonds, Etc.	6,661.74
Due from National Banks	34,787.46
Due from State Banks and Bankers	0.00
Due from Trust Companies	0.00
United States and National Bank Notes	8,000.00
Specie	5,719.71
Checks and other Cash Items	13.73
Exchange for Clearing House	0.00
Overdrafts (secured)	0.00
Overdrafts (unsecured)	1,000.00
Taxes	0.00
Current Expenses Paid	2,359.42
Real Estate - Banking House	1,400.00
Other Real Estate	7,416.29
Furniture and Fixtures	400.00
Other Assets not included under any of above heads	0.00
Total	\$600,632.37

LIABILITIES	
Capital Stock paid in, in cash, one-half of which is invested for the Trust business of the Company as required in Section 612 A, Kentucky Statutes	\$50,000.00
Surplus Fund	15,000.00
Undivided Profits	7,583.27
Fund to pay Taxes	0.00
Deposits subject to check on which interest is not paid exclusive of Trust Funds	148,364.25
Deposits subject to check on which interest is paid	0.00
Time Certificates of Deposits on which interest is paid at 3 per cent	130,682.45
Savings Deposits on which interest is paid	0.00
Uninvested trust funds on Deposit	0.00
Cashier's Checks Outstanding	0.00
Due National Banks	0.00
Due State Banks and Bankers	0.00
Due Trust Companies	0.00
Bills Payable	0.00
Notes and Bills rediscounted	0.00
Unpaid Dividends	0.00
Taxes due and unpaid	0.00
Other Liabilities not included under any of the above heads	0.00
Total	\$600,632.37

State of Kentucky,)
County of Breckenridge,)
I, M. H. BEARD, cashier of the above named Bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
M. H. BEARD, Cashier
Subscribed and sworn to before me this 23 day of December, 1910.
My commission expires Jan. 31, 1911.
PAUL COMPTON, Notary Public
Corrected by M. H. BEARD
Attest: A. M. KINCHELOE, J. G. W. BEARD, Directors

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